

the anniversary of the initial certification effective date. Failure to submit the annual report by the required date will invalidate the fuel-specific certification and may subject the certifier to liability and penalties under §§ 80.169 and 80.172. The purpose of the annual report is to update the information on the composition of the segregated gasoline pool that was characterized by the initial fuel survey.

(i) For this purpose, the same fuel survey and statistical analysis requirements that were conducted pursuant to paragraphs (c)(1)(i), (ii), and (iv) of this section must be repeated, using data for the most current twelve-month period from each of the production/distribution facilities that contributed to the original fuel survey.

(ii) The annual report must present the percentile distributions for each fuel parameter as determined from the new survey data and, for each measured fuel parameter, must compare the newly determined 50th percentile value with the 60th percentile value for that parameter as determined in the original fuel survey.

(iii) If the new 50th percentile level for any fuel parameter is greater than or equal to the 60th percentile level reported in the initial certification, then the fuel-specific certification is no longer valid. In such instance, the certifier must immediately discontinue the sale and use of the subject detergent under the conditions of the fuel-specific certification and must immediately notify any downstream customers/recipients of the subject detergent that the certification is no longer valid and that their use of the detergent must discontinue within seven days. To avoid liability and penalties under §§ 80.169 and 80.172, the certifier must take these remedial steps within 45 days of the anniversary of the original fuel-specific certification. Downstream customers/recipients must discontinue usage of the detergent within seven days of receipt of notification of the detergent's invalidity to avoid such liability.

(4) The fuel composition survey results which support the original test fuel specifications and the annual statistical analyses, along with related documentation on test methods and

statistical procedures, shall be retained by the certifier for a period of at least five years, and shall be made available to EPA upon request.

[61 FR 35369, July 5, 1996]

**§ 80.165 Certification test procedures and standards.**

This section specifies the deposit control test requirements and performance standards which must be met in order to certify detergent additives for use in unleaded gasoline, pursuant to § 80.161(b)(1)(ii)(A)(2). These standards must be met in the context of the specific test procedures identified in paragraphs (a) and (b) of this section, except as provided in paragraph (c) of this section. In any case, the testing must be conducted and the performance standards met when the subject detergent additive is mixed in a test fuel meeting all relevant requirements of § 80.164, including the deposit-forming tendency demonstration specified in § 80.164(b)(3), if applicable. Complete test documentation must be submitted by the certifying party within 30 days of receipt of a written request from EPA for such records.

(a) *Fuel injector deposit control testing.*  
 (1) The required test fuel must produce no more than 5% flow restriction in any one injector when tested in accordance with ASTM D 5598-94, "Standard Test Method for Evaluating Unleaded Automotive Spark-Ignition Engine Fuel for Electronic Port Fuel Injector Fouling," 1994, which is incorporated by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be inspected at U.S. EPA, OAR, 401 M St., SW., Washington, DC 20460, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). Copies of this material may be obtained from ASTM, 1916 Race St., Philadelphia, PA 19103.

(2) At the option of the certifier, fuel injector flow may be measured at intervals during the 10,000 mile test cycle

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described in ASTM D 5598-94, in addition to the flow measurements required at the completion of the test cycle, but not more than every 1,000 miles.

(b) *Intake valve deposit control testing.* The required test fuel must produce the accumulation of less than 100 mg of intake valve deposits on average when tested in accordance with ASTM D 5500-94, "Standard Test Method for Vehicle Evaluation of Unleaded Automotive Spark-Ignition Engine Fuel for Intake Valve Deposit Formation," 1994, which is incorporated by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be inspected at U.S. EPA, OAR, 401 M St., SW., Washington, DC 20460, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). Copies of this material may be obtained from ASTM, 1916 Race St., Philadelphia, PA 19103.

(c) If conducted using test fuels meeting all relevant requirements of § 80.164, and completed prior to September 3, 1996, then the PFID and IVD control test procedures required for detergent certification in California (specified in section 2257 of Title 13, California Code of Regulations) will also be considered acceptable. California Air Resources Board, "Test Method for Evaluating Port Fuel Injector (PFI) Deposits in Vehicle Engines", March 1, 1991, and California Air Resources Board, "BMW—10,000 Miles Intake Valve Test Procedure", March 1, 1991, are incorporated by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be inspected at U.S. EPA, OAR, 401 M St., SW., Washington, DC 20460, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). Copies of this material may be obtained from the Cali-

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fornia Air Resource Board, Stationary Source Division, 2020 L Street, PO Box 2815, Sacramento, CA, 95814.

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### § 80.166 Carburetor deposit control performance test and test fuel guidelines.

EPA will use the guidelines in this section to evaluate the adequacy of carburetor deposit control test data, used to support the minimum concentration recommended for detergents used in leaded gasoline pursuant to § 80.161(b)(1)(ii)(B).

(a) *Carburetor Deposit Control Test Procedure and Performance Standard Guidelines.* For demonstration of carburetor deposit control performance, any generally accepted vehicle, engine, or bench test procedure and associated performance standard for carburetor deposit control will be considered adequate. Port and throttle body fuel injector deposit control test data will also be considered to be adequate demonstration of an additive's ability to control carburetor deposits. Examples of acceptable test procedures for demonstration of carburetor deposit control, in addition to the fuel injector test procedure listed in § 80.165(a), are contained in the following references:

(1) "Test Method for Evaluating Port Fuel Injector (PFI) Deposits in Vehicle Engines", March 1, 1991, Section 2257, Title 13, California Code of Regulations.

(2) "A Vehicle Test Technique for Studying Port Fuel Injector Deposits—A Coordinating Research Council Program", Robert Tupa et al., SAE Technical paper No. 890213, 1989.

(3) "The Effects of Fuel Composition and Additives on Multiport Fuel Injector Deposits", Jack Benson et al., SAE Technical Paper Series No. 861533, 1986.

(4) "Injector Deposits—The Tip of Intake System Deposit Problems", Brian Taneguchi, et al., SAE Technical Paper Series No. 861534, 1986.

(5) "Fuel Injector, Intake Valve, and Carburetor Detergency Performance of Gasoline Additives", C.H. Jewitt et al., SAE Technical Paper No. 872114, 1987.

(6) "Carburetor Cleanliness Test Procedure, State-of-the-Art Summary, Report: 1973-1981", Coordinating Research